

Contractor Gains After Air Crash

Torrance contractor James R. Yates—critically injured in a plane crash near Pueblo, Colo.—is making a "strong recovery," according to a report from doctors.

Yates, of 20552 Mansel Ave., is listed in "fair" condition. He took off Wednesday afternoon from Torrance airport in his twin-engine Cessna with three passengers, en route to visit relatives in Green Bay, Wis.

The plane's motor quit when the carburetor iced in a rainstorm, and John Adams of San Diego, who had taken over the controls from Yates, was attempting to land when the crash occurred.

Mrs. Adams and Yates' niece, Corena Jones, 23, of Redondo Beach, were also on board. The Adamses and Miss Jones sustained less serious injuries and have been released from the hospital.

Yates received severe burns on face, hands and arms, multiple fractures and head injuries, it was reported.

Yates has talked by phone to his business partner and neighbor, Haskell Shaw, who said Yates talked in "whispers."

According to Shaw, Yates is "well on the road to recovery."

SACHS, GAVIN FACE BATTLE IN MIDGETS

Front Runners Lowell Sachs and Johnny Gavin will have anything but a cinch on their hands Friday night when the United Racing Assn. full-size midgets stage their eighth 30-lap speedfest of the season.

First race is slated for 8:30 p.m., preceded by qualifying at 7 p.m. Sachs, 1961 URA champion, and Gavin, a transplanted easterner who in two years has hit the top in western midget racing, both boast a pair of wins out at the 139th and Western quarter-mile oval.

Sachs, especially, has been tough, racking up at least three seconds and a third in addition to his convincing wins. Gavin has been out of action for a couple of weeks waiting for his car to get back into top shape.

Close on the heels of the intrepid pair, however, is a galaxy of aces, including rugged Ed Johns of San Gabriel, a main event winner who is recovering from a near-bad accident at another track; another main event winner, charging Jimmy Devitt of Whittier; hot-footed Johnny Hysinger of Norwalk; "Wild" Dick Barry of Covina; Dick Mitchell of Torrance; and a crew of more than forty other lead-foots.

Continuing to please Western crowds is URA's policy of continuous heat races, in which action is never stopped from the opening green flag of the first 8-lap heat to the checkered flag of the final fifth.

URA president Bruce Howey emphasized that it is possible for one driver to win all five heats under this basis.

\$118,000 Clay OK'd for Flood Control Project

The board of supervisors has approved a contractor's request to spend \$118,000 to import additional clay material needed as part of the Dominguez Channel flood control improvement in Wilmington.

The matter was put before the board by Supervisor Burton W. Chace on recommendation by flood control chief M. E. Salsbury.

Chace said contractor Peter Kiewit Sons' Co. found insufficient clay quantities in the section of the channel, running from Henry Ford Avenue to Wilmington Avenue.

Clay is needed for lining the banks and bottom of the channel excavation.

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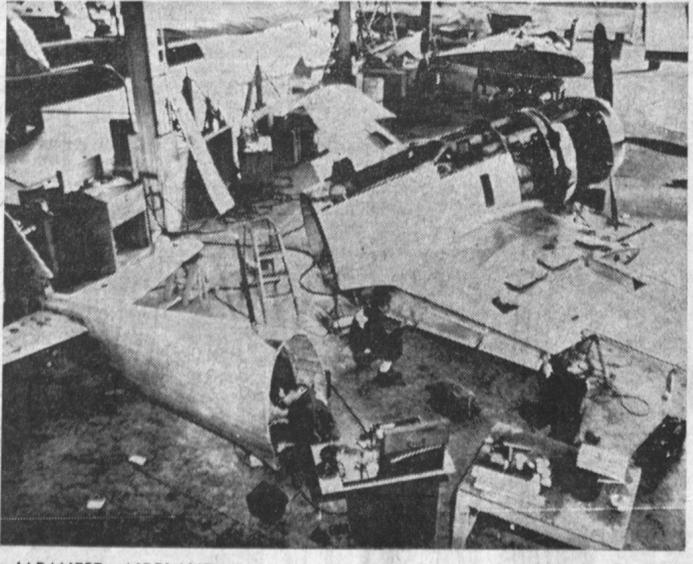


CRUISING ALONG Southern California coast during its first flight in 18 years, Nipponese combat veteran shows Rising Sun insignia. The aircraft took off from AiResearch Aviation Service facility at L.A. International Airport and returned to the same field.

Rising Sun Of Nippon Flies Here

The Rising Sun of wartime Japan is making a brief revival here. A Nipponese World War II fighter plane has been painstakingly revived and made its first flight this week after nearly two decades of inactivity.

It is the only aircraft of its kind in the world in flying trim. Resurgence of the Pacific combat veteran was accomplished by Garrett-AiResearch aviation service division at its L.A. International Airport facility. AiResearch mechanics and technicians dismantled the plane literally into "bits and pieces" before putting it in operational shape.



JAPANESE AIRPLANE literally in pieces on AiResearch Aviation Service hangar floor during process of rejuvenation.

It was made airworthy for the Torrance Air Museum, which is currently in the planning stage and which acquired the aircraft from the Compton Air Museum. The revived plane is expected to be used in air shows and other special events.

Pilot of the aircraft on its return to flying status was one of the nation's leading wartime fighter aces, currently a Colonel in the U.S. Air Force Reserve, Walker M. Mahurin.

He is board chairman for the Torrance Air Museum, and an engineering executive at North American Aviation's space and information systems division.

Technically, the fighter is a Nakajima Ki84, designated "Frank" for U.S. recognition purposes. Developed in the latter stages of the global conflict, it was captured in the Philippines and brought stateside for flight evaluation.

The "Frank's" recent years of inactivity have been spent in the Compton Air Museum.

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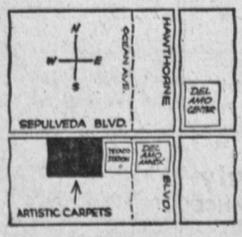
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